27th session of the Assembly but the Government decided that the work was not urgent. This decision was hard. The canal was an urgent need for the merchants of Kottayam.

The Kottayam-Kumarakam road should be widened, made fit for cart traffic and connected with the Vaikom-Vechur road.

A branch road should be opened from Marutanal on the Kottayam-Kumarakam road to Chengalam *kunnu*. A local inspection would convince the Chief Engineer of the need for this road. This was an absolute necessity for the people of Marutanal, Olassa, Chengalam, Parippu and the adjoining places. As a preliminary to the commencement of this work a bridge should be constructed at Marutanal. The people, especially the school-going children, were experiencing great hardship owing to the absence of a bridge there.

Apart from improving the means of communication in the Kottayam taluk, the public works mentioned above would also provide labour for the poor people who were without work on account of the economic depression.

DEWAN'S REPLY: Last year, Mr. John, you were told that the opening of the canal from the Market landing to Nagampadam would be a very heavy and costly work and that the advantages obtainable would not be commensurate with the outlay. You must be content with the same reply now also.

As for the cart road you want, it is not very important. It must be opened by the ryots themselves according to the Ryots' Roads Rules and it will be treated as a ryots' road.

48. The Northern Outlet road.

MR. G. R. STRACHAN (*Kanan Devan Planters' Association*) said that the need for widening the Northern Outlet road had been urged at the several sessions of the Assembly. With the growth of motor traffic, the road was becoming a source of imminent danger to the motorists and of damage to the vehicles. The road was too narrow, especially the portion between the Marayur village and the frontier, that two buses could hardly cross each other and the number of buses and lorries plying on this road was not a few. The inconvenience caused by the narrowness of the road was aggravated by the heaping of road metal on every conceivable place. From a commercial point of view also, the road was most important. In conjunction with the new Neriamangalam-Pallivasal road, it formed the only direct communication between Travancore and the adjoining British territory. Considerations of finance might perhaps deter the Government from taking up the whole work on this road all at once. But for the time being, it would be sufficient if low parapet walls were constructed at all dangerous points and if the width of the portion in which blasting was not necessary be increased to 16 feet from the existing width of 8 to 10 feet. The work on the remaining portions might be taken up gradually and completed in a period of years. Before concluding, the member said that the planters were grateful to the Government for opening the new western

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outlet. But the Northern Outlet road was of greater importance to the tea producers who have opened and are maintaining about 50 miles of feeder roads which are open to the public. They were therefore justified in asking for added facilities in regard to the northern outlet suitable to the increasing traffic.

DEWAN'S REPLY: Mr. Strachan, the Chief Engineer will be asked to make an investigation as soon as possible.

49. Construction of two bridges across the Alwaye river, one at the northern landing ghat and the other at the southern landing ghat and the construction of the Parur-Kuriyapalli road.

MR. K. A. RAMANUNNI (*Nominated*) said that the need for the two bridges mentioned above had been pressed at previous sessions of the Assembly but nothing was done. The importance and usefulness resulting to the public by these two bridges could not be overrated. They would afford added facilities of communication with Alwaye, the seat of a first grade college and a summer resort in Malabar and to Parur, the seat of a District Court.

The Parur-Kuriyapalli road besides making communication easy and more convenient would link Cochin and British India with Travancore. It would not only tend to develop trade and commerce but open up a through communication with British India.

The member therefore requested that the two bridges and the road be constructed at an early date.

DEWAN'S REPLY: Government have realised the necessity for the two bridges, Mr. Ramanunni. A rough estimate for constructing them comes to Rs. 7½ lakhs. The question is one of finance; and when we get money we will do the work.

50. Want of proper means of communication in the Kartikapalli taluk.

MR. N. M. OOMMAR KUTTI (*Nominated*) said at the outset that though the Kartikapalli taluk was comparatively a small taluk in area, in respect of revenue and population it stood in the forefront. But the taluk was lacking in means of communication. The only means of communication available was the Dhanapadikal canal. The condition of the canal was deplorable. During summer season the canal was too shallow even for *vallams* and during rainy season the canal being over full, it was not possible to take the canoes under the Dhanapadikal bridge. The necessity for widening and deepening the canal and of improving it to make it navigable had been repeatedly urged on the attention of the Government at the past several sessions of the Assembly. But nothing had been done in the matter. An estimate for the work was once prepared and the same was also sanctioned. Lands required for widening the canal were also acquired by the Government. The work should be expedited.

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